

Appendix B Proposed Tour Bus Counting Plan

A. Locations/Types of Counts:

Note--Two different types of counts are requested: (1) Counts near major destinations and (2) Gateway counts.

Priorities: Locations with highest priority are noted with asterisk (*). If necessary to cutback on number of locations due to resource constraints, locations *without asterisk* could be eliminated.

(1) Bus Operations Near Major Destinations

Priorities: Locations with highest priority are noted with asterisk (*). If necessary to cutback on number of locations due to resource constraints, locations without asterisk could be eliminated.

- 23rd and Constitution * *Just counts*
- Lincoln Memorial Access/Egress Roads * *counts and stops*
- Arlington Memorial Bridge * *just counts*
- Independence south of Washington Monument * *counts and stops*
- Ohio Drive at 14th St. Bridge (east of I-395 spur) * *counts and stops*
- Maine Avenue east of 14th St. Bridge * *counts and stops*
- Capitol: 1st St. West and Independence * *just counts*
Constitution and 1st St. East * *just counts*
1st St. East from Constitution to East Capitol
1st St. East from East Capitol to Independence * *just counts*
1st St. West and Pennsylvania * *just counts at intersections; stops on circular drive on south and west sides of Capitol*
- Madison Drive:
14th -12th * *counts and stops*
12th - 9th
9th – 7th
7th – 4th
4th - 3rd * *counts and stops*
- Jefferson Drive:
14th - 12th * *counts and stops*
12th – 7th
7th - 4th
4th – 3rd * *counts and stops*
- New York Avenue NW between 11th and 12th (frontage of new Convention Center) *counts and stops*
- 10th Street NW between E and F * *counts and stops*
- P St. and Wisconsin * *counts only at intersection; stops on Wisconsin*
- Wisconsin and Woodley (National Cathedral)* *counts and stops*
- Connecticut at National Zoo entrance *counts only*

- Frederick Douglass House (exact location to be determined- *W between 13th and 14th counts and stops*)
- Arlington National Cemetery (exact location to be determined—*passing Visitor's Center*)

Counting Characteristics for “Stops”: *Just note whether vehicle drop-offs or pick-ups of passengers OR parking and the approximate location of stop. Optional—note double parking or other problems.*

Disregard Following Previous Count Instructions: For this set of counts, the following information would be desirable (two person teams would be helpful) for each sampled street/street segment. Data can be collected over several days, sampling different streets/street segments each day.

- tour bus flow per hour per direction (non-stopping buses)
- annotation on parcel-based base map (field copies) of approximate location at curb where each bus stops (annotation would indicate which curbside of street is utilized)
- for each stopped bus, pull-in time and pullout time
- for each stopped bus, indication of whether loading passengers or unloading passengers
- field notes on observation of additional operational issues, e.g., whether tour bus stopped in lane for passenger loading/unloading, double parking, parking in illegal stop zone, difficult turning movements at intersections, undue delay in merging into traffic stream from curbside stop, tour bus backing movements, off-loaded passengers crossing within 'blind spot' of bus, pedestrian crowding/interference with through pedestrian flow on sidewalk at stop zones, etc.
- weather conditions at time of observation, annotation of other relevant factors that would help interpret the field data collected

Just Counts by Direction:

(2) Gateway Points (for estimation of total tour bus volumes)

- New York Ave and Bladensburg Rd. No (or No. Capitol St.) *
- Arlington Memorial Bridge (included above, also)
- Roosevelt Bridge *
- Key Bridge *
- 14th and D St. *
- 14th Street Bridge (approaching 14th Street) *
- Connecticut and Nebraska *
- 16th North of downtown (Q or Florida?)*
- Rhode Island Avenue
- So. Capitol at M *
- I-395 ramps (eastbound and westbound) and C St. SW *
- Pennsylvania SE and 2nd SE *

Counting Characteristics: For these “cordon” counts, the information to be collected should include the following, as possible:

- Volumes of tour buses by time of day (i.e. counts)
- Designation of operator/owner (including school buses)
- License plate number—*last 3 digits* (will be very helpful in avoiding double-counting and establishing tour bus movements)

Note: Preliminary analysis by the District Department of Transportation indicates that a survey such as this, conducted only for a single day, may cost between \$120,000 and \$150,000. Other more simplified survey methods that provide useful information over several days might be more cost-effective.

B. Distinguishing Tour Buses:

- 1- The most obvious distinction is to *eliminate Metrobuses*
- 2- Also, *eliminate private suburban commuter* buses
- 3- *Include full size* school buses
- 4- Motor coaches serving as tour buses usually have luggage compartments and are taller and somewhat longer than standard transit buses

C. Desired Count Schedule

Month

April is the optimal time to conduct the counts. May would be second choice.

If it is possible to count during 2 months, March and then again in April would be first choice. April and then again in May would be second choice.

Days

1-3 days, preferably Wednesday, Friday, Saturday, but Thursday-Saturday or Tuesday, Friday, Saturday also would be fine. Friday and Saturday would be highest priority days.

Hours

7:00 AM – 9:00 PM would be ideal, although the evening hours could be cutback if personnel are not available after the regular workday.